



**Hancock/Academy PEL  
Stakeholder Meeting #2  
March 5, 2015  
Small Group Discussions**

**Pink Group**

- 1) **Shift East Alignment** – group did not favor this alternative
  - Does not provide any benefit over staying on the existing alignment,
  - Negatively impact businesses on the east side,
  - Cost more than staying on the existing alignment as a result of the utility relocations required.
- 2) **Shift West Alignment-** group did not favor this alternative
  - Creates a couple of relatively small parcels between the utility easement and Academy but these were not viewed by the group as big economic drivers
  - Negatively impact businesses on the west side.
- 3) **Quadrant** – group did not favor this alternative
  - Confusing for drivers and would require a lot of way finding.
  - Does not address need to improve accessibility for businesses along Academy and was viewed as making access worse.
- 4) **Split Alignment** – group had mixed reviews of this alternative
  - Favorable for pedestrians and bikers
  - Does not address the improved access needs for businesses.
- 5) **Existing Alignment** – group generally favored this alternative
  - Provides the most improvement to access and appeared to have a beneficial impact to adjacent businesses.
  - The group anticipated that it might cost less and require less construction than shifting to a new alignment.
- 6) **Access Options** – The group debated the safety and accessibility tradeoffs between the two options.
  - They felt that fewer signals could result in fewer rear end accidents and referred to Option 1 as the mobility option for Academy.
  - They referred to Option 2 as the economic development option by reducing speeds on Academy and providing better access to land uses.

**Blue Group**

- 1) **Quadrant**
  - Maximizes north/south flow on Academy Boulevard and would not require the location of overhead utilities but the group identified several issues –
    - The inability to make a left turn to Academy,
    - Diversion of traffic to secondary roads that are less maintained,
    - More difficult to locate businesses on Academy.
- 2) **Split Intersection**
  - Group liked that this option because it maximized intersection capacity. They recognized the pedestrian and ADA advantages of crossing two smaller intersections than one larger intersection.



- This group mentioned that it would help transit accessibility because it moves pedestrians closer to destinations and it would help business visibility because it moves traffic closer to building frontages.
- The open area could present opportunities for future BRT as it could be used for a transfer center. It was mentioned that this option might result in the relocation of the overhead utility line.

### 3) Shift East Alignment

- This option would make it difficult to turn east on Hancock and then weave over to turn north on Jet Wing.
- Group thought the expense and difficulty of moving the power line was not worth it.
- Shifting the alignment make it more difficult to phase in improvements over time.
- Group had concerns because it moves Academy Boulevard closer to business frontages on the east side of Academy.

### 4) Shift West Alignment

- The group preferred the west alignment shift over the east shift.
- Concerns with the cost and phasing of improvements.

### 5) Existing Alignment

- This group generally preferred the existing alignment option.
- They noted that it was less expensive than other options,
- Alternative would likely be more favored by businesses because it doesn't favor one side or the other unlike the shift alternatives,
- It has fewer utility impacts and improvements can more easily be phased over time.

### 6) Access scenarios

- This group favored the restricted scenario over the full movement access scenario with signals. They thought that the additional signals would have an overly negative impact on Academy Boulevard traffic flow and could result in cut-through traffic to Jet Wing and Astrozon to bypass congestion at the Hancock intersection.

## Orange Group

### 1) Quadrant

- Intersection was not favored, primarily because of driver expectancy of the re-routing, particularly via intersections set far back from Hancock/Academy.
- Concern about inadequate capacity for the movement off of Boychuk onto westbound Hancock, and delays that would occur
- Safety concerns on alternate routes, particularly concern that Astrozon's curvilinear alignment was a suitable route for more vehicles.
- Driver awareness to alternate routes, and concern that with the distance from the intersection to the alternate routes, drivers would overlook the turns.
- Like the three-quarter access at Boychuk/Academy, particularly favored by the church as a means to alleviate congestion after services.

### 2) East/West Alignment

- Mixed reviews from the participants.
- Concern that the curves in Academy increase danger and would not effectively reduce speed.



- Want to see improved safety/access at Boychuk/Hancock, and specifically improve visibility when turning west from Boychuk.
- There was a desire for more information about re-development possibilities – both feasibility and types of businesses – and some skepticism whether there was demand for land uses for new open areas between the realigned Academy and existing land uses?

### 3) Split Alignment

- Not favored, primarily because of their perception that spreading the footprint of Academy makes it more difficult to cross the mainline.
- Mobility for non-motorized traffic was the major concern.
- Didn't like the reduced sight distance; curves are too short to allow for quick corrections.
- Some concern for increased danger during inclement weather, and lost traction on icy roads
- The group questioned why this was identified as the best option for trails connection.

### 4) Which alternative feels best?

- Quadrant – did not like the quadrant
- Split
  - Concerned about the resulting “no man’s land” in middle, and if it could be used productively
  - Thought the middle area would end up being a waste of space
  - Alternative is better only for vehicular movement
- Shift west
  - Wondered if undergrounding utility lines really was feasible, or would ever be funded
  - While there is room for improvement in the concept, it has potential to work
- Existing alignment with new access and signals
  - Group liked this Alternative best
  - Group strongly preferred the aligned east-west accesses off Academy
  - Group strongly preferred the full movement intersections

### 5) Additional Comments

- Merging south onto Academy creates safety concerns when turning left onto Jet Wing; this movement has a too-short merging area given the high speed and high volume of traffic
- Hancock and Monica (east of Academy)
  - Right in, right out is posted, but violated by many drivers. This causes delays on Monica and creates dangerous cross-traffic movement.
  - Suggestion was made to extend the median or install other barriers to eliminate the left turn

## Red Group

### 1) Overview of Issues

Stakeholders concerns focused on visibility and access to businesses and community resources, circulation within intersection shopping areas, pedestrian access, bus service, and opportunities to create a “Gateway” image.

- **Visibility and access to businesses and community resources**
  - Representatives from EmergiCare explained that access to their location at the corner of Academy and Hancock is so limited via Boychuck Ave. that it is very difficult for emergency patients to access their building, even though it is visible. Even the current access provided from Boychuck Ave. is indirect and confusing to patients due to the lack of defined internal circulation within the SW Quadrant area. While it has been difficult for EmergiCare to remain open, their commitment to providing emergency medical services to the community includes long-term plans to expand at their current location. They identified direct RI/RO access from Hancock as a viable solution. Open visibility from Academy is also important to EmergiCare services. They also indicated that other businesses in the immediate area are struggling due to limited access. Removing the SB on ramp would further limit views EmergiCare.
  - Representatives from the Victory Outreach agreed that access to their church and other businesses in the SW Quadrant would benefit from more direct access from Hancock and Academy.
- **Circulation within intersection shopping areas**
  - The group emphasized that traffic in the existing intersection was not conducive to accessing local businesses. Travel speed and accidents create an unfriendly intersection environment.
  - Local circulation needs to access shopping at all quads was stressed, along with possible service roads adjacent to Academy, allowing shoppers to exit Academy, become oriented, and then enter the shopping areas at lower speeds.
- **Pedestrian and Bus Access**
  - Improving pedestrian access across Hancock and Academy was important to the group, including crosswalks and signal timing.
  - The group suggested additional siting consideration for bus stops to improve proximity to both businesses. Dedicated bus stop access, out of traffic lanes was stressed.
- **Opportunities to create a “Gateway” image**
  - The group stressed establishing the Hancock / Academy intersection as the “gateway” to the Corridor through landscape and public art opportunities.

## 2) Alternative Preferences

- **Quadrant**
  - Confusing for drivers, and difficult to adjust travel patterns
  - Removing left turns onto Academy and shifting traffic to Jetwing and Astrozon would make access to businesses along Academy worse
  - No support for this alternative
- **East and West Alignment Shifts**
  - Would negatively impact businesses on either side of Academy, and be difficult to phase
  - No Support for these alternatives
- **Minimal Expansion of Existing Intersection**
  - Concern for pedestrian crossing
  - Loss of “Gateway” opportunity



- No Support for these alternatives
- **Split Intersection – group preference**
  - Split intersection, with direct access to EmergiCare and bus stop planning, Is preferred by the group
  - Support for either Access Scenario # 1 or #2, with the addition of:
    - Improved connections with interior shopping area circulation, including:
      - Extended access from Academy to Jetwing, between Goodwill and Kum & Go
      - Extended access from Academy to Jetwing, through central Mission Trace Shopping Center
      - Circulation access from Academy/Boychuck intersection to EmergiCare, Victory Outreach and other businesses within SW Quadrant
- Positive elements include:
  - Visibility to businesses and Victory Outreach
  - Traffic calming opportunities on Academy
  - Improved pedestrian crossing opportunities
  - “Gateway” with public art and aesthetic improvement opportunities
- Higher-end community development opportunities

#### **Green Group**

- 1) **Quadrant** – not preferred of the alternatives.
  - Confusing to drivers and as a result could become a safety hazard
  - Disruptive to egress patterns to northbound Academy Boulevard for Victory Outreach
- 2) **East/West Alignment shifts**
  - Shift to the west would benefit the church and Emergicare
  - Concerns that the shift to the east would “box in” the church parcel and reduce visibility from Academy Boulevard.
- 3) **Split Intersection**
  - The best alternative for bikes and pedestrians because it provides a refuge area when crossing Academy Boulevard.
  - Concerns that it could slow east-west travel through the intersection
- 4) **Existing Alignment**
  - This alternative favored both sides of Academy equally
  - Concerns about crossing the intersection
- 5) **Access**
  - Preferred full movement scenario because it allows pedestrians to cross Academy at less busy intersections
- 6) **Other Comments**
  - Suggested that the team consider a grade separated interchange
  - Area needs a frontage road along Academy Boulevard
  - It is important to have continuous sidewalks through the area
  - Consider the impacts the landfill has on road maintenance and the Academy corridor